









## THE FUTURE OF KWANGTUNG.

## NEW CIVIL GOVERNOR INTERVIEWED.

## POLICIES FOR PEACEFUL SOLUTION.

OPPOSED TO THE "OLD, CORRUPTED OFFICIAL WAY OF DOING THINGS."

Yesterday a *Daily Press* representative was able to discover official opinion regarding the policy to be adopted for the suppression of the rebellion in Kwangtung, and also the aim of the new Governor, both Civil and Military, who have been appointed and who are now on their way to the disturbed area. This opinion was imparted by the new Civil Governor himself, Chu Hin Lan, who arrived in Hongkong on Sunday en route for Canton, for which place he leaves to-morrow.

Mr. Chu Hin Lan only speaks the Mandarin dialect and the interview was obtained through the courtesy of his private secretary, Mr. Tsong Jiong Dunn, who recently returned to Peking from Columbia University.

The new Civil Governor, as a personality, is most striking: tall, broad, and possessing most determined features, though a Southerner by birth, he is a typical example of the big men of the North, where he has lived almost all his life. For some time past he has been Governor-General of Amur, in Manchuria, and under his democratic régime Amur flourished. Chu Hin Lan is a pronounced democrat, and is very glad to inform people that he is so. His democratic principles are even reflected, and intentionally reflected, in his attire, which is by no means distinctive. Of all the numerous and silk-attired assembly which waited upon the new Civil Governor when our representative was present, Chu Hin Lan was the least imposing from the point of view of dress, but he towered head and shoulders above everyone, and his strong and determined face marked him out among all the others as a man who was born to rule. The Canton people are anxiously awaiting his arrival, and many heads of organisations in Kwangtung visited Hongkong yesterday to pay their respects to Mr. Chu and also to extend to him a hearty welcome. General Lung, also, dispatched a gunboat to Hongkong, and an officer conveyed Lung's good wishes to the new Civil Governor, who, with Luk, the recently appointed Military Governor, will succeed Lung, who has been filling the dual rôle of Civil and Military Governor. Lung also stated in his message that he was anxiously awaiting the arrival of both Luk and Chu Hin Lan.

The new Civil Governor said he could not speak as to the present situation at Canton, for the simple reason that he had never been to Kwangtung; all that he knew of the situation he had heard from friends, and it seemed to be very bad. "However, I intend to go there as soon as possible," added Chu Hin Lan, "so as to satisfy myself as to the real situation."

And what will be your policy when you arrive in Canton?

"When I reach Kwangtung I have two policies to adopt, and they must be adopted at once. My first policy will be to restore law and order; to stop all fighting so as to enable business to be recommenced, the ships to pass up and down the river, the trains to again open up communications, and the people to receive their usual supply of food. Many people are starving already, and business is at a standstill, and that is the first thing I must give my attention to."

My second policy will be to improve the financial situation, which has fallen into a chaotic condition. These two policies must be the first, and they will be my only policies for the present. As to other policies in the future, I shall have to leave the consideration of those until I have made personal investigations on the spot."

Asked if he expected to meet with any opposition to his schemes in Kwangtung, Chu Hin Lan said he was of the opinion that his General policy would be approved by the people; his policy was the idea of the people of Kwangtung and therefore he did not expect opposition. The policies he had mentioned represented the sentiments of the people of Kwangtung who were, he had been informed, anxiously awaiting his arrival. They were also the policies of the Central Government who were of the opinion that their adoption would put an end to all strife.

Upon your arrival, and also that of Luk, what will be the position of Lung, Shum and Li?

Chu Hin Lan replied that General Lung would be given the post of manager of mines in Kwangtung, and Shum would go to Peking, where he will be given a position. The Peking Government had already sent representations of welcome to Shum, and there was no doubt that he would go to Peking and fill an important post. The Peking Government were not bad friends with Shum. As to Li, Chu Hin Lan said that he will probably be given a post in the Kian Kim Fu, which is an organisation formed for all the high military officers: a sort of Military Council.

Will these three gentlemen accept the post?

"Li will probably go abroad; I do not think he will accept. Lung will probably accept, and Shum I know will go to Peking."

Do you think that a peaceful settlement will be arrived at upon the arrival of Luk and yourself?

"When we are both in Canton we will do our very best to settle the differences between the two parties, and I think we shall be successful. You see, we shall have all the Kwangtung people on our side."

The new Civil Governor added with emphasis: "The present situation must be altered at once, and the two parties must come to terms immediately. If they do not, the Central Government will take strong measures to punish them, and to produce law and order by less peaceable methods than those which I am to adopt."

At a well-attended meeting of the Hongkong Chinese Chamber of Commerce yesterday Chu Hin Lan made a brief speech, which, for its outspokenness and detail, is typical of the man. He said:—

"I am no professional soldier, and yet I have long been one of the commanding officers in the army; a Southerner, yet almost all my life living in the North. Being unfamiliar with the ways of government, and being a total stranger to the province of Kwangtung, I have many times declined my appointment as the Governor of Kwangtung, but so far, the Central Government has refused to accept my declination. Out of patriotic motives I have decided to come, and now I have come single-handed to face a situation which I feel it my duty to face."

"As I have already declared to you that I am unfamiliar with the ways of Government, and also a stranger to the conditions of Kwangtung, I lay myself open to all suggestions and advice as to what should be the policies of reconstruction, and what should be the order of carrying out such policies."

"I have always been opposed to the old, corrupted official ways of doing things, and, particularly, to the system of favouritism and party spoils. I want to declare to you with special emphasis, upon this occasion, that I shall never take a single cent from the Provincial Treasury which I have not a right to—as all of you know Kwangtung is a rich province and money can be gotten very easily. Again, I want to declare to you that whatever may be the number and nature of the various political factions in Canton, I shall never allow myself to become a party or tool to any one of them. What I have said here has always been my practice in the past, and shall forever be my guidance in the future."

"As to the various far-reaching policies for Kwangtung, I shall take the liberty to leave them for your later consideration and suggestion. But for the present I conceive of two most important policies to which, for the next few months, we must devote our whole attention. First, we must devote ourselves to the problem of restoring peace and order, and second, the problem of financial reorganisation. I want to again assure you that I would be only too glad to have your matured suggestion and advice."

The speech was very well received and the general opinion seemed to be that the Peking Government had made a wise choice in the new Civil Governor for Canton.

At noon, yesterday, Chu Hin Lan was received by H.E. the Governor of Hongkong, with whom he had a long conversation.

## SIX MILLIONS A DAY.

## COST OF THE WAR.

Mr. McKenna informed the House of Commons last month that the nation's expenditure had for some time been over £6,000,000 a day. The estimate was £5,000,000, and he attributed the increase to reasons which he could not foretell, and over which he had no control.

## A JUNK MURDER.

## FOUR CHINESE CHARGED AT HONGKONG CRIMINAL SESSIONS.

Four Chinese were charged before Sir William Rees Davies at the Hongkong Criminal Sessions yesterday with the murder of a young Chinese boatwoman at Ty-tam-tuk Bay on the morning of July 21st. They were further charged with assault with intent to rob.

The Attorney-General (the Hon. Mr. J. H. Kemp) prosecuted on behalf of the Crown, and Mr. C. G. Alabaster (instructed by Mr. G. R. Haywood) appeared for the prisoners, who all pleaded not guilty.

The jury was composed of Messrs. L. A. Silva (foreman), M. Wong, A. W. P. Spiers, E. H. Skott, S. Inman, A. W. Van Andel, and P. H. J. G. Jonckheer.

Opening the case, the Attorney-General said he did not suggest that there was any deliberate intention by the accused to commit murder, but they set out with the intention of committing an armed robbery. They carried knives and were prepared to carry out their intention in spite of resistance. If a man was killed in such circumstances it amounted to murder.

The robbery took place in Tai-tam Bay, on the morning of July 21st on board a junk. The master, his wife three sons and a loki were on board. Between 2 a.m. and 3 a.m. seven men appeared on the junk armed with knives and daggers. The people on the junk were attacked with such violence that two were stabbed and one so badly that she died. The people on the junk raised an alarm and aroused a contractor in a madhouse. This man rushed out armed with a revolver and blew a police whistle.

An Indian constable also came on the scene. The robbers became alarmed and fled ashore and were seen by the contractor, who called to them to stop. They asked him not to shoot and, thinking they were searching for the robbers, he let them go. The police at Shaikwan and Stanley were informed and Inspector Angus, with very good judgment, sent an Indian constable and two Chinese to Sai-Wan gap. They ambushed there and presently arrested the first two prisoners. The first man had a knife in his girdle and was bleeding from wounds on the wrist and heel. The trousers on both men were wringing wet and they attempted to explain this by saying it was perspiration or dew. The other two were arrested afterwards. The four men were identified at the station by the woman on the boat. A man picked out the first and fourth prisoners.

The hearing was adjourned until to-day.

## EUROPEAN LADY ATTACKED AND ROBBED.

## ASSAILANTS PLEAD GUILTY.

Tell these men they are a pest to the Colony. They treated this defenceless lady with the greatest roughness and brutality, and I shall sentence them both to five years' imprisonment with hard labour, and they are each to receive fifteen strokes with the 'cat.' This was the sentence passed by the Puisse Judge (Mr. H. H. J. Gompertz), at the Hongkong Criminal Sessions yesterday on the two Chinese who attacked and robbed Mrs. Adene Coulson on the Bowen Road on July 13th.

The men pleaded guilty to the charge, and the facts of the affair were briefly outlined by Mr. G. N. Orme on behalf of the Crown. Mrs. Coulson was walking along Bowen Road, and when near the filter beds, saw the two prisoners standing by some railings. They were standing apart and Mrs. Coulson had passed the first one when a signal was exchanged between the two men. The one she had passed came up from behind and pulled Mrs. Coulson to the ground, and the other threw pepper into her face. A gold bracelet watch was torn from her wrist and then the two men made off. Mrs. Coulson had the presence of mind to get into telephonic communication with the police, and within an hour and a half of the incident one of the men was arrested as he was about to pawn the bracelet watch. This one took the police to Happy Valley, pointed out his accomplice, and he was also arrested. Mr. Orme added that hitherto such cases had been very rare, but if such a thing were not severely dealt with Chinese of that character would become a great danger.

His lordship passed sentence as stated.

## CORRESPONDENCE.

## NAVY LEAGUE WAR MEMORIAL FUND.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—In forwarding to you Miss Gibbons' acknowledgment to those who have so generously subscribed to the above Fund, may I be permitted to remind potential subscribers that the Fund will remain open until 30th September.

The amount subscribed to date by the people of Hongkong is £8,000, or about £800, and it would not take much individual sacrifice to make the Colony's donation a round £1,000.

I would like to take this opportunity of making a public acknowledgment of the kindly assistance rendered by Mr. Deaman Fuller who, to-night, is giving a second recital in aid of the Fund; to Mr. H. H. Sandeman, of Canton, who, besides obtaining a substantial sum for the Fund, has succeeded in establishing a Canton Branch of the Navy League with a membership of over 90 per cent. of the British residents of that salubrious spot; and to Mr. F. Endel Resser and Messrs. Donnelly & Whyte for yeomen services in local collections.—Yours faithfully,

E. A. M. WILLIAMS,  
Hon. Secretary and Treasurer, Navy League, Hongkong Branch,  
New Government Building,  
Des Vaux Road, Hongkong,  
21st August, 1916.  
[ENCLOSURE.]

The Navy League, 11, Victoria Street, S.W. July 16th, 1916.

Dear Sir,—It is indeed splendid of your Branch to have got together £250 for our War Memorial Fund. I notice that you say in your letter "Hongkong has practically found the cost of a room and the furnishing thereof," undoubtedly it has, but I am writing now to tell you that since we sent our first appeal we have a great number of letters asking us to appeal for the extra £2,000 required to endow the room. This means that the occupant of the room will always be a naval man, and that the Navy League will for all time have the power of nominating this occupant. We shall put a plate in the room and the words engraved upon it will be of our choosing. At present we have £400, but only a few of the branch subscriptions are in yet. Will you let me know whether I should put the £250 which is coming from you towards the endowment of our room, or whether you wish to raise it in Hongkong as a separate room from the Hongkong Branch of the Navy League and endow it yourselves? If so, of course, I shall be only too pleased, but it seems to me that our job is only half-done if we build a room and do not endow it; moreover, we should not then have the power of nominating the occupant, neither would we have the necessity of a naval man. I will, of course, do exactly as you wish in the matter, so shall wait until I hear again.

As Secretary of the Fund and the one who suggested it, may I add my own personal thanks to everyone who contributed and more especially to you who so nobly forwarded the idea.

As soon as the money arrives a receipt will, of course, be sent. One feels one cannot do enough for these men, so great is the debt we owe them. Thanking you again for your good wishes and for the very practical sympathy that has been shown by Hongkong—Yours very truly,

(Sd.) AGNES M. GIBBONS,  
(Lady Organiser and Hon. Secretary, Navy League War Memorial Fund.)  
P.S.—Of course, I need not say that the plate would have special reference, in any case, to the Hongkong Branch.  
E. A. M. WILLIAMS, Esq.,  
Messrs. Lowe, Bingham & Matthews,  
New Government Building,  
Des Vaux Road, Hongkong.

## HONGKONG MAGISTRACY.

## ALLEGED IMPOSITION.

At the Police Court yesterday, before Mr. Wood, a man named R. M. N. Castro, a reserve constable who has been acting as Court constable for sometime, was charged with obtaining money by false pretences. It is alleged that Castro pretended to the complainant, Wong Yung, a seaman, that he was in a position to obtain the liberation of Yuk Ying, then a prisoner in Victoria Gaol, before the expiration of his sentence, and thereby induced the complainant to give him \$210. A remand was granted till Saturday, bail being fixed at \$1,000.

## THE OTHER MAN.

A Chinese was charged before Mr. Wood with having in his possession 600 rounds of Winchester ammunition. The man was found carrying a wicker basket in Queen's Road West. It was locked, and he had the key. The defence, which was conducted by Mr. Agassiz, was that defendant was given the basket to carry by a clansman of his and that he did not know what it contained. When arrested his clansman ran away.

The defence was not sufficiently original, and a fine of \$500 was imposed.

## THE PALISADE, KOWLOON.

The leading feature of the programme announced for this week, and beginning to-night, is "The Pocket Wireless," a thrilling two-part dramatic film, and the third episode of the engrossing serial, "The Black Box." A two-reel picture dealing with the life of Georgi Carpentier, the famous French boxer, is also underlined. These are interspersed with other pictures of an interesting character in which the humorous, dramatic and pathetic are judiciously blended.

## INTIMATIONS.

## LANE, CRAWFORD &amp; Co.

## PARCELS

for the Expeditionary Forces in

FRANCE, MESOPOTAMIA, SALONICA, EGYPT, AFRICA, THE NORTH SEA AND PRISONERS-OF-WAR IN GERMANY.

FOOD DELICACIES, SMOKING REQUISITES, AND CAMP COMFORTS.

## "ACTIVE SERVICE" PARCELS.

These Parcels are very popular at the Front and also with the Prisoners-of-War, being of varied interest and made up of acceptable commodities:

MAGGI'S CONSOMME. SOUP SQUARES.  
COFFEE AND MILK. PLAIN CHOCOLATE.  
CIGARETTES. TOBACCO.  
STRAWBERRY JAM. POTTED MEATS.  
PURE RICH CREAM. TOFFEE AND SWEETS.  
BISCUITS. TEA.  
BRIAR PIPES. SARDINES.  
ETC., ETC., ETC.

These Parcels can be varied in dozens of different ways.

PACKED AND POSTED TO ANY ADDRESS IN THE WAR AREA.

## LANE, CRAWFORD &amp; CO.

THE FINEST HOUSEHOLD STORE IN THE EAST.

An invaluable tonic for all cases of anaemia, sleeplessness, exhaustion, nervous dyspepsia, neurasthenia, effects of overwork.

## VEGETABLE HAEMATOGEN.

Replaces easily all the blood preparations now in use, because it contains the BLOOD-SALTS and CHLOROPHYLL-IRON.

Does not contain ALCOHOL and animal PURINE BASES, which excite the nervous system.

Sold everywhere at \$1.50 per bottle.

Only genuine with this name:

## HET CRUYDEN-HUYS.

Sole Agents, Phone 1687.

Hongkong, 16th August, 1916.

[1016]

IS THIS

## YOUR SMOKE?



IT'S THE BEST.



## NEW ADVERTISEMENTS

## TRUE STORIES.

IF you have experienced, or know of, a thrilling adventure in real life, send it to the Editor, "WIDE WORLD MAGAZINE," 8, Southampton Str. Strand, London, England. Literary style not essential. Good prices for acceptable material. [1036]

## H. DIESEN &amp; CO.

NOTICE IS HEREBY GIVEN that Mr. Nils Linders' connection with our firm CEASED on the first of June, 1916.

## GILMAN &amp; Co.

Agents for B. DIESEN & Co.  
Hongkong, 22nd August, 1916. [1037]

## WANTED.

BY three Gentlemen, FURNISHED HOUSE or FLAT, lower level. Send particulars to—  
Box 25,  
Care of "Daily Press" Office.  
Hongkong, 22nd August, 1916. [1038]

## WAR CHARITIES FUND

at  
GOVERNMENT HOUSE.

at 9.30 P.M.,  
FRIDAY, AUGUST 25TH, 1916.

## FREDERIC COLEMAN.

F.R.G.S.

Author of

"FROM MONS TO YPRES WITH FRENCH,"  
will give an

ILLUSTRATED LECTURE,  
"WITH THE ALLIED ARMIES IN  
FRANCE AND FLANDERS."

Mr. COLEMAN is said by the London Times to have seen more of the actual fighting on the Great Western Front than any other one man during the first year of the war.

Mr. COLEMAN was attached to the Headquarters of General Sir JOHN FRENCH and General BEAUVOIR DE LISLE respectively as a member of the Royal Automobile Club Corps, and, as Official Photographer of the 1st Cavalry Division, took hundreds of unique photographs.

Book Early at MOUTRIE'S  
as the number of  
Available Seats is limited.

FRIDAY NIGHT, AUGUST 25TH.  
Hongkong, 22nd August, 1916. [1039]

GLEN LINE (McGREGOR, GOW  
& Co.), LIMITED.  
For GENOA AND LONDON.

## THE Motor-ship

## "GLENGYLE."

9,500 Tons D.W.

will be despatched for the above ports on  
12th September, 1916.  
For freight, passage and further information,  
apply to

SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 22nd August, 1916. [1040]

## THE BANK OF CHINA.

CANTON.

NOTICE IS HEREBY GIVEN that the  
Payment of due Coupons of the  
CHINESE GOVERNMENT 6% INTERNAL  
LOAN BONDS OF THE THIRD AND  
FOURTH YEARS will be made by us at the  
Office of the HONGKONG AND SHANGHAI  
BANKING CORPORATION, No. 1, Queen's Road  
Central, Hongkong, while our Canton Office  
is temporarily closed.

Hongkong, 19th August, 1916. [1028]

## NOTICE.

NOTICE IS HEREBY GIVEN that THE  
YUEH-HAN RAILWAY CO., LTD.  
(粵漢鐵路有限公司)  
has mortgaged its land and all buildings  
thereon at WONG SIA (灣仔) in the suburb  
of Canton to THE BANK OF TAIWAN,  
LTD., as security against loan signed on  
August 2nd, 1916.

Any mortgage or security previously  
established, Chinese or non-Chinese, on the  
present mortgage should be announced at an  
early date.

All claims shall be null and void unless  
notified in due course of time; and THE BANK  
OF TAIWAN, LTD., will take the whole prop-  
erty as its perfect mortgage.

THE BANK OF TAIWAN, LTD.  
(Shanghai).

THE YUEH-HAN RAILWAY CO., LTD.  
[1025]

THE HONGKONG ROPE MANU-  
FACTURING CO., LTD.

AN INTERIM DIVIDEND OF ONE  
DOLLAR (\$1) per Share for the six  
months ending 30th June, 1916, will be  
Payable on MONDAY, the 28th August, 1916,  
on which date Dividend Warrants may be  
obtained at the Company's Office.

The TRANSFER BOOKS of the Company  
will be CLOSED from WEDNESDAY, the  
23rd August, 1916, to MONDAY, 28th August,  
1916, both days inclusive.

SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 17th August, 1916. [1020]

## AUCTION

## PUBLIC AUCTION.

THE Undersigned have received instructions  
from the Liquidators of Cus. J.  
GAUFF & Co. to sell by Public Auction,

## TO-DAY (TUESDAY),

the 22nd August, 1916, commencing at 2.30  
P.M., on their Premises, Alexandra Buildings,  
Chater Road,

FITTINGS AND FURNITURE,  
Comprising—

Show Cases by Sage, London.  
Counter Cases by Sage, London.  
Plate Glass Window Fittings.  
Double Dial Show Clock.  
Diamond Scale.

Desks; Filing Cabinets; Watchmakers'  
Work Benches; Watchmakers and Jewellers'  
Tools and Repair Material; Remington  
Typewriters No. 10.

Also

Sundry Lots  
Large Jewellers' Safe, by Chubb, London;  
&c.

(Full Particulars from Catalogue.)

On View from 10th August.  
Catalogues will be issued.  
Terms—Cash.

RICHES & HOUGH,  
Auctioneers.

Hongkong, 17th August, 1916. [1022]

## INTIMATIONS

## PEAK CLUB.

CINEMATOGRAPH  
ENTERTAINMENT

will be given at 9.15 P.M., on  
THURSDAY, 24TH AUGUST  
(Weather Permitting), on the Lower  
Tennis Lawn.

"UNTOLD STORIES OF  
THE WAR"

A Lecture (with Photographs) will be given  
by

Mr. FREDERIC COLEMAN, F.R.G.S.,  
Commencing at 9.30 P.M., on

SATURDAY, 26TH AUGUST.

Tickets for both nights can be obtained  
from the No. 1 Boy at the Club (\$2 each).

A Portion of the proceeds will be given  
to War Charities.

ENTERTAINMENT COMMITTEE.  
Hongkong, 21st August, 1916. [1034]

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VACATION  
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FINEST AUTOMOBILE ROADS  
IN THE WORLD.

Automobile and Horse Race Tracks

## FIRST CLASS HOTELS.

For Information, address—

THE CITY SECRETARY,  
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or nearest Office of THOS. COOK & SON [788]

## WANTED.

BY British Export Firm, EUROPEAN  
ASSISTANT for an Outport. Previous  
experience necessary.

Apply—

"R. H."  
Care of "Daily Press" Office.

Hongkong, 21st August, 1916. [1032]

## WANTED.

About end of September.

A LADY to take sole charge of infant on  
voyage to England.

Apply—

Box No. 21,  
Care of "Daily Press" Office.

Hongkong, 21st August, 1916. [1033]

## ON SALE

HONGKONG HANSAARD REPORTS  
of the MEETINGS of the  
LEGISLATIVE COUNCIL for the  
Session, 1915.

REVISED BY THE MEMBERS

PRICE ... .. \$5

DAILY PRESS OFFICE

Hongkong, 26th February, 1916.

## HOUSES TO LET

## OFFICE TO LET

ONE LARGE ROOM on the Top Floor of  
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THORSEN & Co.  
Hongkong, 11th August, 1916. [393]

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Moderate rent.

For rent on other particulars apply to—  
"H."

Care of "Daily Press" Office.  
Hongkong, 26th July, 1916. [340]

## TO LET.

OFFICES on 1st Floor, No. 9, Queen's  
Road Central (In Ice House Street).

Apply to—

WILKINSON & GRIFFITH.  
[391]

## TO LET.

A SMALL GODOWN in PRINCE'S  
BUILDING.

For particulars, etc., apply—  
THE HONGKONG CENTRAL ESTATE,  
LTD.

[385]

## TO LET.

From 1st May.

OFFICES, 2nd Floor, St. George's Build-  
ing.

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SHEWAN, TOMES & Co.  
[313]

## TO LET.

"ROCKLANDS," No. 7, Robinson Road.

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M. J. D. STEPHENS,  
18, Bank Buildings  
[300]

## TO LET.

A HOUSE, in Observatory Villas, Kowloon.

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ARRATTON V. APCAR & Co.,  
14, Des Vaux Road.  
[311]

## TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road  
Central, at present in the occupation of  
The China Fire Insurance Co., Ltd.

Apply to—

CHINA FIRE INSURANCE Co., Ltd.  
[323]

## TO LET.

OFFICES in Prince's Building.

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REUTER, BROCKMANN & Co.  
[372]

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NO. 4, DES VEAUX ROAD CENTRAL,  
First Floor.

THE COMMODIOUS DWELLING  
HOUSE, with Office, Servants' Quarters, etc.,  
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DAVID SARSON & Co., Ltd.  
[314]

## TO LET.

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CANTON.

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THE HONGKONG LAND INVEST-  
MENT & AGENCY Co., Ltd.  
[32]

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TWO ROOMED FLATS in Nathan Road  
Kowloon.

THREE ROOMED FLATS in Humphrey's  
Buildings, Kowloon.

FOUR ROOMED FLATS in May Road  
with every modern convenience, including  
English Bath and Kitchen Range, Hot  
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Flats specially designed to accommodate three  
bachelors at reasonable rentals. Immediate  
possession.

FOUR ROOMED HOUSES in Gordon  
Terrace and Salisbury Avenue, Kowloon.

Apply to—

HUMPHREYS ESTATE & FINANCE  
Co., Ltd.  
Alexandra Buildings  
[1006]

VISITORS TO CANTON  
Should Purchase

"FROM HONGKONG TO CANTON  
BY THE PEARL RIVER."

BY

CAPTAIN C. V. LLOYD.

With Illustrations, Maps and Plans

PRICE ... .. \$1.75

On Sale at—

"Daily Press" Office,  
Messrs. KELLY & WALSH, Ltd.,  
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Hongkong: "Daily Press" Office,  
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Canton: Messrs. A. S. Watson & Co.

## INTIMATION

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CONTAGIOUS DISEASES.

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## The Daily Press.

HONGKONG, 22ND AUGUST, 1916.

## BRITAIN'S AIR SERVICE.

In yesterday's issue we published a  
statement that the British Zeppelins were  
now considered superior to the German,  
and a few days earlier it was announced  
that the Inquiry into the alleged short-  
comings of our Air Service failed to find  
any proof or substantiation of the  
charges of negligence. This is most wel-  
come news. With that morbid spirit of  
self-depreciation in which a race we  
are wont to indulge, there has been a  
disposition to contrast most of our  
methods and appliances unfavourably  
with those of the enemy, and while in  
many instances this may have been just-  
ified, sufficient allowance has not always  
been made for the fact that, unlike the  
Continental Powers, we based our defence  
upon the sea rather than upon the land.  
Before the war broke out several debates  
were raised in the House of Commons  
with the object of showing that we were  
lagging hopelessly behind other nations  
in regard to the provision of aircraft.  
Whether as a result of the attention thus  
drawn to the matter or not it is impos-  
sible to say, but the fact remains that  
our superiority in the air has frequently  
been commented upon in the despatches  
received from the front. A little while  
ago, it is true, the appearance of the Ger-  
man Fokker machine gave rise to a chorus  
of jeremiads, and it was alleged that  
men sent up on some of our machines  
were "shot down like rabbits." Since  
then, apparently, improvements have  
been made in the British aeroplanes,  
with the result that in the words of  
Lord Montagu of Beaulieu, we have  
"nearly swept the sky bare of the much-  
advertised Fokker." Aeronautics is, of  
course, only yet in its infancy, and it is  
hopeless, therefore, to expect to establish  
any supremacy that can be called per-  
manent. The science is a progressive one  
and the marvel of to-day may be the com-  
mon-place of to-morrow. For this reason

we are glad that the critics are keeping  
a watchful eye on this new and impor-  
tant arm of the Services. It is probable  
that the stimulus of public pressure has  
been responsible in no small degree for  
the state of efficiency to which we have  
already attained. Even though the Air  
Service Inquiry Committee has acquitted  
those entrusted with the administration  
and command of the Royal Flying Corps  
of the most serious charge levelled against  
them, that does not dispose of the whole  
question. Mr. PEMBERTON-BILLING, whose  
speeches in the House of Commons formed  
the main basis of the inquiry, though sub-  
jected to a very searching cross-examina-  
tion, could not be induced materially to  
modify many of his statements. When  
asked by Mr. C. BRIGHT, F.R.S.E., a  
member of the Committee, if it was not  
fortunate that when war broke out we  
had ready a design enabling firms who  
had never hitherto built aeroplanes to  
undertake the work, Mr. BILLING return-  
ed an emphatic negative. It was, he  
said, the tragedy of the air service that  
orders had been given for out-of-date  
machines not used to making  
aeroplanes. He added that within seven  
days of the outbreak of war he so im-  
proved a 50-h.p. engine that it broke all  
world records flying at Brooklands. "If  
I could do that in seven days at a small  
factory, the Government, with all their  
resources, should have been able to do  
it, if not in seven days, in seven months."  
He gave it as his opinion that of 105  
missing officers the majority would now be  
fighting our battles in the air if they had  
been equipped with "decent engines."  
It is to be regretted that witnesses, who  
might have been able to substantiate  
many of the charges, were very reluctant  
to give evidence for fear of being vic-  
timized. Mr. R. F. CARTER, however, an  
engineer who was appointed an examiner  
of aeroplane parts at Hendon shortly  
before Christmas at a remuneration of  
50s. a week, deposed that most of the men  
did nothing but talk and kill time, and  
the work was performed by those who  
cared to do it. The time-sheets were  
falsified to show that the men had work-  
ed overtime. He objected to this, and  
when he refused to sign for hours he had  
not worked he was told, "Can't you see  
you are letting the other chaps down?"  
His first work was to examine a machine  
intended for school purposes. When he  
pointed out that some fittings showed  
30 days of inaccuracy, the inspector in  
charge replied that it was not worth  
bothering about as the machine was  
obsolete. Captain GOLDNEY, M.P., said  
that the day after Mr. PEMBERTON-  
BILLING was elected for East Herts  
seventy-four pilots and observers were  
sent from France to England for further  
experience. Naval Flight-Commander  
F. Thurstan, Admiralty representative  
on the Aircraft Board of Survey—a post  
suggested by himself—declared that if the  
French had not helped our flying ser-  
vices we should have been in a terrible  
position, and he still considered that the  
deficiency in our air service was due to  
ignorance, short-sightedness, and crass  
stupidity. The machine with which  
Lieutenant Warneford destroyed a Zepp-  
elin near Ghent, and for which he was  
awarded the V.C., was a French machine.  
The lieutenant told him that he would  
never have accomplished the destruction  
of the German airship unless he had been  
using that particular machine. General  
Sir DAVID HENDERSON, head of the  
Royal Flying Corps, frankly admitted  
that in opposing the introduction of  
high-power engines he had made "a  
serious mistake." In view of these state-  
ments it is reassuring to learn, from Mr.  
BILLING himself that changes in the ad-  
ministration and command of the Royal  
Flying Service in the last few months  
have been, in the words of men in the  
service, "almost miraculous." We have  
still, however, to receive the report of  
the Committee which is investigating the  
management of the Royal Aircraft Factory  
in which, Mr. BILLING alleges, the head  
of the Flying Corps has reposed a blind  
faith which has not been justified.  
Nothing has been made public yet, either,  
with regard to the condition of the naval  
wing of the air service, which Mr.  
BILLING describes as "infinitely worse"  
than the military wing. Admiral Lord  
BRENSFORD, it will be remembered, com-  
plained after the Battle of Jutland of  
the disadvantage at which our Fleet was  
placed owing to the lack of airships for  
scouting purposes, and more recently  
Lord MONTAGU has declared that final

and overwhelming victory might possibly  
have been achieved if we had possessed  
more aircraft. During the battle five  
Zeppelins were reported by our Fleet  
in 24 hours. We had no air scouts at all,  
and only one seaplane operating on our  
side, though that was of great value. In  
the future more than half of the work  
of the Navy would be done in the air.  
An airship was the equal of at least three  
cruisers from the scouting point of view,  
and even more destroyers. At 10,000ft.,  
providing visibility was good, a Zeppelin  
could see 80 or 90 miles, while the range  
from the foremast of a cruiser would  
probably not exceed twelve or fifteen.  
We hope that our admitted deficiency  
in this class of aircraft is in no degree  
responsible for the loss of the cruisers  
*Falmouth* and *Nottingham*, which were  
torpedoed this week-end while searching  
for the German High Seas Fleet.

A mail-boat for Europe via Siberia closes  
to-day at 3 p.m.

His lordship Bishop Pozzoni left yes-  
terday on a short visit to Tam Shui.

We beg to acknowledge with thanks a  
cheque for \$50 from A. and F.M. towards  
the funds of the Canton Hospital.

The total output of the Kailan Mining  
Administration's mines for the week end-  
ing 31st August, 1916, amounted to 50,277  
tons and the sales to 41,952 tons.

For robbing a house in Chatham Road,  
Hunghom, three Chinese were sentenced  
to five years' hard labour each, and  
twelve strokes with the "cat," by Mr.  
Justice Gompertz at the Criminal  
Sessions yesterday.

The third of the series of popular  
organ recitals which is being given by  
Mr. Denman Fuller, on behalf of the  
Navy League War Memorial Fund, at-  
tracted a good audience at St. John's  
Cathedral last evening. Mrs. W. J. Hill  
was the soloist, and she tastefully ren-  
dered Handel's "O Love Divine," and  
"Tears" (Somervell). Mr. Denman  
Fuller's abilities are too well-known to  
need repetition. It is only necessary to  
say that he maintained his usual stand-  
ard of excellence to realise the thorow-  
ly enjoyable nature of the recital. The  
full programme was as follows: Im-  
perial March (E. Elgar); (a) The Ques-  
tion; (b) The Answer (W. Wolstenholme);  
Solo, "O Love Divine" (Handel), Mrs.  
W. J. Hill; Finale (Pathetic Symphony)  
(Tchaikowsky); Andante (Violin Con-  
certo) (Mendelssohn); Solo, "Tears"  
(A. Somervell), Mrs. W. J. Hill; Toccata  
(Widor). The collection amounted to  
\$102.

SHIP'S OFFICER'S SUICIDE  
AT HONGKONG

A suicide occurred in somewhat sen-  
sational circumstances during the week-  
end on board the *s.s. Tean*, which is lying  
in the harbour. The second officer of  
the ship, named Adolph Christiansen  
(30), was charged at the Magistracy on  
Saturday with uttering three Navy bills  
of exchange of the United States of  
America for \$100 gold each, knowing  
them to be forged. The accused was re-  
manded till yesterday. He was after-  
wards taken on board his ship by the  
police to pack his kit. Among his other  
possessions in the cabin was a revolver,  
which was examined and found empty.

As the accused was apparently going  
to change his clothing the police retired  
from the cabin and were scarcely absent  
a minute when they were startled by  
hearing the report of a pistol shot in the  
interior of the cabin. They at



# THE WAR.

## GERMAN FLEET AGAIN AT SEA!

Turns Tail on Approach of British Force.

## EXTENSIVE OPERATIONS IN BALKANS.

British Cavalry in Touch with Enemy.

## BATTLE OF THE SERETH.

Enemy Retreated Twenty Miles.

### FRANCO-BELGIAN FRONT.

(THROUGH REUTER'S AGENCY.)

#### BRITISH TRENCH GAIN. STRONG ENEMY ATTACKS REPULSED.

LONDON, August 20th.

General Sir Douglas Haig reports local bombing encounters at some points on our front between the Somme and the Ancre last night, but the enemy made no serious attempt to recover the ground which we captured on Friday.

LONDON, August 21st.

General Sir Douglas Haig, in a *communiqué*, states:—A strong enemy attack near High Wood succeeded in reaching our line, but the enemy was immediately driven out.

North of Bazentin-le-Petit, a further portion of the enemy's trenches was gained.

#### STRONG ENEMY ATTACK.

General Haig reports:—At noon on Sunday, the enemy delivered a strong attack on the new line we established for about half a mile from the western corner of High Wood. He succeeded in reaching this line at certain points, but he was driven out again by our infantry, who immediately reoccupied the trench.

Subsequent hostile attacks broke down under our artillery fire.

#### FURTHER TRENCH CAPTURES.

LONDON, August 21st.

North of Bazentin-le-Petit to-day we gained a further portion of the enemy's trenches.

The enemy heavily shelled different portions of our front, more especially High Wood, Hamel and Mailly.

Elsewhere there is nothing of importance to report.

#### AIRCRAFT USEFULLY EMPLOYED.

Despite the low clouds, our aircraft did most useful work yesterday, communicating with the advanced infantry.

One came down to a low height and opened machine-gun fire, which was most effective on the enemy's front line trenches, and also on hostile reinforcements.

#### FRENCH CAPTURE A WOOD.

##### ENEMY BOMBARD FLEURY.

PARIS, August 20th.

The night has been calm on the Somme. Obstinate German attacks at Fleury and Thiaumont were bloodily repulsed.

PARIS, August 21st.

A *communiqué* states:—North of the Somme, the French carried a strongly fortified wood between Guillemont and Maurepas, capturing much material.

French batteries were active along the whole Somme front.

The enemy violently bombarded Fleury.

### AFRICA

(THROUGH REUTER'S AGENCY.)

#### GERMAN ATTACK ON PORTUGUESE CONVOY.

REPULSED WITH HEAVY LOSS.

LORENCO MARQUES, August 20th.

It is officially announced that the Germans, on the 15th inst., attacked a Portuguese convoy on the Kuvuma River, separating the German and Portuguese colonies. The Germans were driven back to their own bank with heavy loss. The Portuguese suffered five casualties.

#### FAMOUS AVIATOR KILLED.

LONDON, August 21st.

The well-known French aviator, Brindejonc Moulineux, has been killed in an accident at Verdun.

### RUSSIAN FRONT.

(THROUGH REUTER'S AGENCY.)

#### THE RUSSIAN SUCCESSES. HEAVY ENEMY LOSSES.

PETROGRAD, August 20th.

The enemy losses in the fighting which resulted in the Russians crossing the Upper Sereth averaged 70 per cent. An Austrian detachment of 5,000 mustered 300 after the two days' attacks. Nineteen hundred were captured and the remainder killed or wounded. The majority of the dead were bayoneted during close fighting.

The feature of the battle was a charge by the Russian cavalry, who galloped a mile and a half and plunged into the flank of the German infantry hastening to the support of the Austrians, practically exterminating a German regiment just arrived from Verdun and two battalions of Austrian Jaeger. They pursued the remainder to the trenches, where the majority were cut up, only a few being taken prisoners.

Austro-German *communiqués* mention that General von Bothmer is employing Turks, and that the Russians close to the Hungarian frontier, which has not yet been crossed, are advancing by Jablonitz or the Korosmizs Pass, which is the main route from Kolomea to Debrecen in the plains of Hungary.

#### AUSTRIANS ADMIT A RETIREMENT.

LONDON, August 20th.

An Austrian *communiqué* admits a retirement to the west of Zabie, after violent Russian attacks on the Chorna hora ridge in the Carpathians.

#### RUSSIA'S NEXT GREAT BLOW.

A telegram from Petrograd states that the comparative lull on the Russian front does not signify the ceasing of the offensive, but is a natural result of the bigness of the Russian success.

The enemy at some points has retreated 20 or 30 miles, destroying bridges, which the Russians are busy reconstructing, simultaneously regrouping their armies in view of the next great blow.

General von Bothmer's new positions on the Zlota Lipa are outflanked to the south by the Russians operating north of the Dniester.

#### EFFECTIVE Cossack CHARGE.

PETROGRAD, August 20th.

A *communiqué* states:—On the Stokhol, we retained the village of Toboly after it had frequently changed hands.

Two hundred Austrians were sabred in a Cossack charge and six hundred taken prisoners.

The heights of Jablonitz and Loremenka have been occupied.

#### KING AND PRESIDENT.

##### CO-OPERATION AND CONFIDENCE.

LONDON, August 20th.

On the occasion of President Poincaré's birthday, His Majesty the King telegraphed his congratulations and expressed his confidence that the Anglo-French troops, co-operating, will ensure the success of the common cause.

President Poincaré sent a reply thanking His Majesty for his congratulations and expressing his confidence that the close co-operation of the two countries is a sure pledge of victory.

#### EGYPTIAN ITEM.

CAIRO, August 20th.

In addition to Jeddah and Mecca, telegraphic communication has now been established with Taif and Bahra via Halfa and Suakin.

### NAVAL ACTIVITIES.

(THROUGH REUTER'S AGENCY.)

#### GERMAN FLEET FEARS BRITISH.

##### AVOIDS BATTLE AND RETURNS TO PORT.

LONDON, August 21st.

The Admiralty announces that the German High Seas Fleet came out on Saturday, but avoided battle with considerable British forces and returned to port.

##### TWO BRITISH LIGHT CRUISERS SUBMARINED.

The cruisers *Nottingham* and *Falmouth* were submerged while searching for the enemy.

All the officers of the former were saved, but 38 men are missing.

All belonging to the *Falmouth* were saved.

##### TWO GERMAN SUBMARINES SUNK.

One German submarine was destroyed and another rammed and possibly sunk.

There is no truth in the German statement that a British destroyer was sunk and a battleship damaged.

An official *communiqué* states:—The German version of the sea fight states that their submarines, on the 19th inst., sank off the English coast a hostile small cruiser and a destroyer, and that a small cruiser and battleship were heavily damaged.

The North Sea fight was mainly a scrap between patrols, the big ships apparently never getting into contact, since the German ships retired when warned by their screen patrols.

[The *Nottingham* was a cruiser of the *Clatham* class—tonnage, 5,400; speed, 27 knots; complement, 400; armament, nine 6-in. and nine smaller guns. Built in 1914. The *Falmouth* belonged to the *Neven* class—tonnage, 5,250; speed, 25 knots; complement, 390; armament, eight 6-in. and nine smaller guns. Built in 1911.]

#### ITALIAN STEAMER SUNK.

LONDON, August 21st.

The Italian steamer *Stimpalia* has been sunk.

### THE BALKANS

(THROUGH REUTER'S AGENCY.)

#### BULGARS AND GREEKS COLLIDE.

##### GREEK PORTS OCCUPIED.

LONDON, August 20th.

On the east bank of the Struma, the Bulgars have occupied the Greek forts of Starchista and Liza, the Greeks retiring, as alleged, after collision with Bulgar patrols.

Bulgar attacks on the west bank were repelled by our fire.

There has been lively cannonading on the west bank of the Vardar.

Bulgars advancing from Florina engaged with Serbs to the south of Monastir.

##### BRITISH CAVALRY IN EVIDENCE.

SALONIKA, August 20th.

A British official announcement states:—We have established our line west and north of Bakerli and Cidemli, and south of Doldzeli, where we repulsed counter-attacks.

Our cavalry is in touch with the enemy on the Scrima front.

#### GERMANS CLAIM A CAPTURE.

LONDON, August 20th.

A German *communiqué* claims the capture of Florina, south of Monastir.

#### BULGARIANS ATTACKING.

PARIS, August 20th.

There has been issued a most significant *communiqué* from the Macedonian front showing that fighting is general on almost the whole line from Monastir to Kavalla.

The Bulgarians are taking the offensive everywhere, except near Doiran, where the Anglo-French force has captured and is holding the important position of Doldzeli village against most violent Bulgarian counter-attacks.

Bulgarian patrols are preceding small Bulgarian forces approaching Kavalla. Elsewhere, numerous Bulgarian attempts to advance were stopped by the Allied fire.

### GENERAL.

(THROUGH REUTER'S AGENCY.)

#### COMMANDER-IN-CHIEF IN INDIA RECALLED.

LONDON, August 21st.

It is officially announced that General Sir Beauchamp Duff, Commander-in-Chief in India, has been recalled to give evidence before the Mesopotamia Commission, and that he will be succeeded by General Sir H. T. Munro.

##### PROPOSED SOUTH AFRICAN DIVISION.

##### GOVERNMENT STRONGLY IN FAVOUR OF IT.

LONDON, August 20th.

At a meeting held at Johannesburg, it was announced that the Imperial Government strongly favours the establishment of a South African Division for service in Flanders, but nothing can be done in the matter until the conclusion of the East African campaign.

##### DEATH OF OLD HONGKONG RESIDENT.

##### FORTY YEARS OF GOVERNMENT SERVICE.

The death took place at his residence at Kowloon, late on Sunday night, of Mr. C. J. Xavier, one of the oldest residents of Hongkong. The deceased, who was in his 86th year, was very well-known among the local Portuguese community, and at the time of his death was receiving a pension from the Hongkong Government. The late Mr. Xavier had been a Government servant for a period of over forty years, retiring about ten years ago. At the time of his retirement he was Chief Clerk of the Supreme Court, and also clerk to the Chief Justice, Sir John Carrington. During Sir John Carrington's term of office the late Mr. Xavier, in the absence of Mr. J. W. Lee Jones, acted as Deputy Registrar and Accountant, and at one time the deceased was in the unique position of keeping all the accounts of the Court.

In his younger days the late Mr. Xavier achieved local fame as a fisherman, and his catch, with rod and line, of a "snapper" weighing 11 lbs. is believed to be a local record. This was at a time when fishing in the harbour was a very popular pastime. Deceased was a widower, his wife having predeceased him three months ago, and he leaves one son, Mr. C. A. D. Xavier. The interment took place at the Roman Catholic Cemetery last evening, when many were present at the graveside to pay a last token of respect to one who had been held in very high esteem and respect.

#### THE TIGER?

##### LARGE PUGS SEEN.

Though nothing further has been seen of the tiger which an Indian constable states he saw on the Bowen Road on Friday evening, the police authorities are by no means so sceptical of the Indian's accuracy of vision as many people in the Peak district seem to be. The police claim that the Indian, having come from a country where "stripes" is more or less common, should know such an animal when he sees one, and this particular Indian constable is absolutely certain that the animal he saw in the bush near the Military Hospital on Friday was a tiger, not a big dog.

Since the discovery P. S. Burchill and a party of Indians have been sent to inspect the country in the vicinity of the Military Hospital. By the side of a nullah were found two pug marks of what must have been a large animal, and the marks of the claws could also be distinctly seen. Eight feet away from the nullah two more pug marks were discovered, all being of the fore foot. No marks of the hind pugs could be found, and the opinion held is that such marks as were seen would be caused by an animal springing up the hillside. Beyond this nothing more was discovered.

Rumours of growls and mysterious movements in the bush have been circulating in the customary free-hand manner, but little credence can be given to these. There is no doubt that a large animal is at large in the Peak district, and, in view of previous visits by "stripes" to the island, the opinion that it is a tiger does not seem to be altogether beyond the realms of possibility.

#### OVERCROWDING IN HONGKONG

##### MR. BOWLEY TO ASK QUESTIONS.

At to-day's meeting of the Hongkong Sanitary Board, Mr. F. B. L. Bowley, pursuant to notice, will ask:—

1.—In view of the influx of refugees from Kwangtung what steps, if any, are being taken to prevent overcrowding in the Colony?

2.—What steps, if any, are being taken to prevent the introduction of cholera and other diseases by Chinese arriving in the Colony by land or water from Kwangtung?

### RANDOM REFLECTIONS.

As was only to be expected, the stream of refugees from Canton has brought down many gentlemen with foggy ideas of *meum and tum*, and they have been busy of late, especially in Kowloon, where a bedroom window left open at night on the ground-floor has frequently resulted in the admission of something more tangible than air. At all events, watches and similar little trifles placed under pillows for safety have disappeared without the knowledge of the sleeping owners, and that could hardly have happened even if the air came in with the force of a typhoon. Some of the victims incline to the belief that their boys are "in the know," but the police state that the visitors from Canton are very deft with their fingers in the removal of souvenirs, and quite competent to fend and forage for themselves without any assistance.

The junior member of the Hongkong Sanitary Board, Dr. Ozorio, has announced his intention of asking some very pertinent questions at to-day's meeting of that body. Dr. Ozorio is evidently the first member to realise the menace to public health offered by the rush of all sorts and conditions of Chinese from Canton, and the interrogations which appear on the agenda in his name, and in the name of Mr. Bowley, reflect sentiments which the majority of Europeans have entertained ever since the incursion began. Overcrowding does exist in the Chinese quarters, with resultant dangers to the Colony's health, and more light is needed on the cases of cholera which have been discovered here, and the steps which the Government intend to take in the event of a serious outbreak—by no means an improbable contingency so long as people can come without let or hindrance from Canton. Some apprehension has been caused by the knowledge that bacteriological examination has revealed the fact that seven deaths from cholera have already occurred.

Mr. F. B. L. Bowley, also, will raise another important question at the Sanitary Board meeting. He will move that notices be issued to householders warning them of the risk of infection arising from the practice of allowing Chinese who are not in their employment to sleep in their servants' quarters. Every householder is probably aware that this practice is open to objection on grounds other than those of hygiene, but the difficulty is to stop it. It is all very well to point out that under the Servants' Quarters Ordinance of 1913 one may arrest without warrant and hand over to the Police any such persons who may be found on the premises, but few householders—other than those, perhaps, in official positions—can be said to be masters of their servants in this Colony. If they have satisfactory servants they fear to displease them because of the difficulty of finding others to take their places. Previous experience has taught them that it often means a constant procession of incompetents, and that any encroachment upon what the staff regard as their prerogatives might result in a boycott. These and other dangers can only be avoided by the introduction of a system of registering servants such as obtain in some other British Colonies.

At present household servants are the most independent class of the community, because they can leave one situation and go to another next day without any references; or, if references be insisted upon, they can easily be obtained from a friend and used without fear of detection. An illustration of this came to my notice quite recently. A boy was introduced for a vacancy and produced a written character, which was all that could be desired. It mentioned, however, that the bearer could be identified by a missing finger on the left hand. The applicant had overlooked this, but when his attention was called to it he was in no way disconcerted. The "chit," he smilingly explained, belonged to his brother. In another case an employer in engaging a boy asked if he had not seen him somewhere before and received a definite negative. Later the question was repeated with the same result. Then somebody identified the boy as an eminently unsatisfactory substitute who had worked in an adjoining flat a month or two before. He was accordingly questioned a third time, on this occasion in the presence of his former employer. He still stuck to his story, however, declaring that he was being mistaken for his brother. His deception, however, was finally and irrevocably established by a peep into one of his fingers, which he endeavoured to hide. In the meantime the other servants of the house had been questioned, but they were not going "to give away" a fellow countryman to a foreigner. In circumstances such as these, what chance has the unfortunate householder of protecting himself against deception? Unconsciously he may harbour in his home a nest of evil-birds. Surely it is high time the Government came to his aid.

(Continued on next Column.)

### CANTON SITUATION.

#### NEW COMPLICATIONS.

##### LUK'S ATTITUDE.

MONDAY.

A CRITICAL PHASE. There has been no fighting since Saturday night. Except for a few shots fired at long intervals no sound of firing has been heard on Shumien. The weather has been very unsettled over the weekend, and this may have a lot to do with the lull. The Chinese newspapers to-day, however, publish the news that Luk has decided to make his headquarters at Fatsien, and that he has definitely stated he will not come to Canton. Also, that he has issued a proclamation to the commanders of all the different regiments in and around Canton instructing them that they are to take their orders from him and ordering them to stop fighting. He says that if Luk continues to allow his soldiers to fight he will declare Luk a rebel, and the forces of the Central Government will be used against him. This brings up a new situation. If Luk makes his headquarters at Fatsien, it means that he will send a deputy to take over the seals of office. Luk has declined to treat with a deputy, and he will certainly not go to Fatsien to meet Luk. There may be a cessation of fighting for a day or two, and there is a possibility of a peaceful settlement, but it is very remote, and if fighting recommences it will mean that all the rebel forces will have joined Luk and that an attack on Canton City will be the result, an attack which will in all probability mean the downfall of Lung Chai Kwong. It is difficult to see how more serious fighting can be averted, but it is evident that Luk is not at all sure of his position and that he is afraid of making friends with Shum and Li.

IMPRISONED GUNBOAT ESCAPES. The *Kong Han*, Lung's gunboat, which was imprisoned in a creek near Sun San, managed to escape on Saturday night at high tide. There was a great deal of firing in this vicinity, and Shum is reported to have been reinforced last night. There has been no continuation of hostilities, and the thunderstorm, which was very severe in this vicinity, seems to have damped the ardour of both sides. Two European houses at Fati were struck by lightning during Saturday's storm and several Chinese huts and sheds were lifted bodily into the river. There was also a good deal of damage done in Honam.

##### SHUK LUNG.

News from Shuk Lung continues to be contradictory. Lung, it is evident, has suffered losses in this area, but to what extent so far we cannot tell. His troops are at the second station on the railway from Shuk Lung, and are preparing to make another advance on the town. Tang Hang, however, is now in a stronger position than he has ever been before, and it suits him to keep the railway unprepared, so that communication has not been restored either by wire or by rail. Merchants in Shumien are greatly inconvenienced by this state of affairs, and it is hoped that an arrangement will be come to ensuring that both sides will not tamper with the railway and the telegraph to Hongkong.

##### WONG SHIA.

Except for the fact that a considerable number of troops have been moving in the direction of Wong Shia, everything hereabouts has been quiet. The guns on the river front have been silent for more than 24 hours, and there has been practically no rifle fire.

A wag asks whether the local Magistrate is an honorary member of the Guilds, which foster an independent and aggressive spirit among Chinese servants and coolies. The question is no doubt, prompted by the tenderness which is exhibited when dealing with Chinese offences against Europeans. Only the other day the coolie class were made aware that for \$10 they may enjoy the luxury of striking a European lady on the head with a filthy bucket, seizing her by the arm, and behaving generally in an outrageous manner that would bring down condign punishment on a native in South Africa or a hoodlum in London. The fine imposed may represent a coolie's wages for a month, but why fine such a ruffian at all? In such cases the money is found by the Guilds, and the sentence is not felt by the offender.

Nor is it only when Europeans are molested that the magistrates show such reluctance "to make the punishment fit the crime." Not long ago a boatwoman was charged with ill-treating an eight-year-old girl by beating her about the head with a piece of wood after having bound her to an oar. When stopped by a Police Inspector she was in the act of rushing at the poor child with a chopper! This female fury was merely bound over to keep the peace, the Magistrate remarking that in judging of such cases one had to remember that the Chinese were a more hardened race than Europeans. In the eyes of our magistrates this may be a reason for showing justice with mercy until the flavour of the former cannot be discerned, but in the eyes of ordinary mortals it would seem an excellent reason for increasing the severity of the sentence. You cannot make much of an impression on the hide of a hippopotamus by flicking it with a feather duster.

Once again the vagaries of our system of exchange are illustrated. Notes stand at a premium of only about 4 cents per hundred dollars over subsidiary coins, and the silver dollar is, if anything, at a slight discount. The explanation, I am told, is to be found in the recent influx of refugees, which has caused an inordinate demand for small coins. At the beginning of last year the subsidiary coins were at a discount of 18 per cent, as compared with notes and of ten per cent, as compared with the British or Mexican dollar.

ROBERT RANDOM.







NATIONAL SHIPS AND  
NATIONAL SUPPLIES.SOME STRIKING SUGGESTIONS  
FOR THE GOVERNMENT.

[BY SIR LEO CHIOZZA MONKY, M.P.]

After this article was written, the White Star Line modestly announced a profit of nearly £2,000,000, after providing for excess profits tax.

What follows does not deal in particular with shipping profits, but, as I need hardly point out, the grave scandal of the shipping extortions, which are wrung from the masses of the people, and which tax the poor according to their poverty, would seem to demand the adoption of a national shipping policy. And it is more than high time it was brought to an end.

The prospective loss of insular security and its rapid transformation into insular danger may well give pause to the most unthinking. We are just beginning to realize how cheap was the naval supremacy which is now threatened owing to the development of aerial and under-sea navigation.

The peculiar and outstanding importance of the subject is accentuated by the fact that while it concerns the United Kingdom primarily it is really a matter which goes to the root of Imperial integrity. The British Empire has continued to live by virtue of sea power, the security of British naval supremacy, serving to integrate the widely-separated Dominions which contain some 450 millions of people. That which strikes at the heart of the Empire strikes at the Empire itself.

It has been represented to me that in previous articles I hardly gave enough weight to the consideration that science may provide such effective means of defence against aerial and submarine attack as to restore our old security.

I am not unmindful of this consideration, but I am afraid it is true that in the nature of the case powers of attack will develop more quickly than powers of defence in the case of under-water craft. That being so, we must, at any rate until such time as defence is made thoroughly effective, prepare against the worst, because the worst is a contingency most terrible.

## SIEGE STORES NECESSARY.

Whatever the developments of the future, we are at present behind in the development of aerial and submarine vessels. As to the glorified dirigible balloons of which the Zeppelins are a type, we are nowhere, and we have the humiliation of knowing that the inferior German fleet, aided by the Zeppelins, which we scoffed at, can cross the North Sea with impunity and bombard a pleasant watering-place where many of us have enjoyed a holiday.

Sir John Jellicoe, provided with superior naval powers, lacks the air scouts of the German admiral. I am not sure if it is true also of aeroplanes that we are behind the swiftly-moving times. If necessary, millions should be spent upon experimental work in a matter which is so vital to us all.

It is in view of these considerations that I urge most strongly that unless and until air defence and under-water defence are absolutely secured, and they may never be absolutely secured, we must proceed to safeguard ourselves against our new insecurity. We shall live in future under new conditions. What was our good luck in becoming our bad luck. Let us face it fairly and squarely.

As long as peace reigns—and, happily, there still exists the hope that the war may end in a league of nations of the Old and New Worlds which will end the major alarms of war altogether—the British Isles with their splendid ports, their magnificent geographical position, and their fine stores of good coal close to the sea, with no part of their territory distant more than about 100 miles from tide-water, form, as we shall do well never to forget, what is probably the best natural workshop in the world.

If, however, good and lasting peace does not come, and if also the aerial and submarine dangers remain in the ascendant, we can in peace store and make such supplies as will enable us in war to smile at siege. As things are we should be helped less if cut off from external supplies for even a few months. We can never render ourselves independent of overseas supplies. It is therefore necessary to store overseas supplies in sufficient quantity to make even a siege of years of no avail to a possible enemy.

## WHAT WE NEED.

In the year before the war our imports were worth £769,000,000, roundly divided as follows:—

	Millions of £.
(a) Food, mainly manufactured, and tobacco	290
(b) Raw materials and articles mainly unmanufactured	282
(c) Articles wholly or mainly manufactured and miscellaneous	197
Total	769

Of this £769,000,000 worth of stuff £109,000,000 worth was re-exported in the merchant trade so that £660,000,000 worth was consumed in the United Kingdom.

It will be seen that by far the greater part of the whole consisted of food and the materials of industry. Even of the item (c) a great deal consisted of metals such as zinc or tin or lead or copper, of which our own native mines give either a trifling or an inadequate supply.

It is true that the zinc could be brought in as ore instead of as metal, and I earnestly hope that this will be the case in future, but the reader will not fail to see that whether the stuff comes in as ore or as metal, ships must bring it, and therefore it is affected by the shipping danger. (Continued on next Column.)

## GERMAN NERVOUSNESS.

## EXHORTATIONS TO REMAIN CALM.

The German Press contains many articles intended to reassure the nation, and imploring people to maintain internal unity, lest domestic dissensions discourage the men at the front. In spite of the assurances of unshakable confidence contained in these articles, it is evident to any discerning eye (says *The Times* correspondent at Amsterdam) that only recognition of the discouragement caused by the Allied offensive could have produced this machine-made wave of exhortation. One newspaper says that Germany has her teeth set deep into Verdun that she cannot get them out. *The Kölnische Volkszeitung* contains an article by its correspondent on the Western front, dated July 13th, describing the first days of the Allied offensive as breaking itself vainly against German resistance. The writer gives no details, but proceeds:—

Notwithstanding that the battle was very severe—for the enemy attacked in very great superiority and the individual Englishman is a brave and resolute man—our relatively weak infantry has performed superhuman deeds and inflicted losses on the enemy which he will remember.

As is natural in a brave army, British losses in officers are also very great, but some educated ones who are able to form an idea of the war said "that cannot hinder us from making ever-renewed attempts to vanquish the Germans," for the hopes of their whole country are bound up with this thought.

Serious as every German became in spirit when we learnt that the armed millions of the *Entente* were rushing on in storm-attack on all fronts, that the Russians sought to overwhelm the weak places on our East front with their masses, that the Austrians had retired in Italy, and that the Anglo-French flood swelled up against us in the West, the West, the course of events has hitherto shown that in this greatest, most mighty moment of the great war our enemies' plans have been brought to naught by the steadfastness, joyful self-sacrifice, and conscious strength of our nation in arms. They fell on us simultaneously in order that we should not throw our troops like shuttles on threatened points—now East, now West. Things have gone all right without that. Imperishable is the heroism of these great days.

It is noticeable that the German Press gives very few details of the fighting on the Western front, and publishes as little as possible of the Allies' communications.

So it is with margarine. We could make it here, but in any case the essential thing, the fat, must be brought into the country.

So, also, if all our woolen and worsted stuffs were made at home we should still be dependent upon overseas supplies for the wool out of which they are made, the utmost possibility of producing wool in this country being, of course, small.

Indeed, the more closely our position is examined, the more we are struck by the fact that nearly all our wealth and industry is based upon access to the world's supplies of materials—sea-borne materials.

## IN THEIR DUE ORDER.

I urge that it is the immediate duty of the nation to begin at once to consider these things in relation to the new conditions of warfare. I assert that in these conditions the nation cannot safely allow the ships upon which we are dependent for commodities to remain in private hands and to be run for private profit.

In the new circumstances I urge that our over-sea shipping becomes the first national concern.

We must own and control in the public interest the means by which alone we can feed ourselves and maintain our industries. Already we have been driven to a partial control by a Committee, but that is not enough.

Half measures will not suit the conditions of the future. In these conditions it would be as reasonable to have a Royal Navy owned by private shipowners and partly controlled by a Committee as it would be to treat the mercantile marine in such fashion.

Properly ordered transport becomes the first condition of national existence. I believe that without waiting for further developments we have already arrived at a position in which we ought not to hesitate to act. Our ships are our life and the distinction between the Royal Navy and the mercantile marine is altogether a false one.

## THE DEADLY PACIFIST.

I, or any other man who knows the conditions of our trade, could take a sheet of paper and in an hour make a list, in their due order of importance, of the things as to which we ought to secure ourselves in amply-stored supplies. Many of these things are not being brought in as they ought to be, even while the ordinary conditions of trade are giving us many things which we do not need at all. The incoming ships are still bringing redundancies, even while men who know are worrying themselves about essentials. It is a position which ought not to be allowed longer to obtain. We must awaken to the new conditions under which we have got to live.

I have already commented upon the hope of the reign of universal peace which we may still dare to entertain. That, of course, would be the best solution of all such problems, but, unfortunately, we have amongst us many misguided men who want to rid us of the possibility of as much as that glimmer of hope.

I refer to the men who, in the House of Commons and elsewhere, want to bring about what they call a Peace, but which I should call a Truce. These misguided men forget that such a respite would simply give Germany the power to prepare by air and by submarine an attack upon these islands which science at its best might be unable to repel because of the considerations of which I have spoken. (Continued on next Column.)

THE BRITISH CAVALRY  
IN ACTION.THE RECENT CHARGE OF THE  
DRAGOON GUARDS AND  
DECCAN HORSE.

[BY PHILIP GIBBS.]

It was at about 6 o'clock in the evening that some British cavalry came into action. They were the men whom I had seen on my way up to the battled, a small detachment of the Dragoon Guards and also of the Deccan Horse. They worked forward with our infantry on a stretch of country between Bazentin Wood and Delville Wood, rising up to High Wood (Fourcaux Wood), and then rode out alone in reconnaissance, in true cavalry formation, with the commander in the rear. Lord! Not one in a thousand would have believed it possible to see this again. When they passed, the infantry went a little mad, and cheered wildly and joyously, as though these men were riding on a road of triumph.

So they rode on into open country, skirting Delville Wood. Presently a machine-gun opened fire upon them. It was in a confused, with German infantry, and the officer in command gave the word to his men to ride through the enemy. The Dragoons put their lances down and rode straight into the wheat. They killed several men, and then turned and rode back, and charged again, among scattered groups of German infantry. Some of them prepared to withstand the charge, with fixed bayonets. Others were panic-stricken and ran forward crying "Pity! Pity!" and clung to the saddles and stirrup leathers of the Dragoon Guards. Though on a small scale, it was a cavalry action of the old style, the first on the Western front since October of the first year of the war.

## THE WAITING HORSEMEN.

With 32 prisoners our men rode on slowly still reconnoitering the open country on the skirt of Delville Wood, until they came again under machine-gun fire and drew back. As they did so an aeroplane came overhead, skimming very low, at no more than 300ft. above ground. The cavalry turned in their saddles to stare at it for a moment or two, believing that it was a hostile machine. But no bullets came from it, and in another moment it stooped over the German infantry concealed in the wheat and fired at them with a machine-gun. Four times it circled and stooped and fired, creating another panic among the enemy, and then it flew off, leaving the cavalry full of admiration for this daring feat. They could ride no further, owing to the nature of the ground, and that night they dug themselves in. German guns were directed in vain for them, and the cavalry tonight is full of pride, for their day may come again.

The scene all through the afternoon behind the battle-lines and down in little villages beyond the reach of guns will stay in my mind as historic pictures. Numbers of wounded men—with a very high proportion of lightly wounded among them—arrived at the clearing stations, and while they waited their turn for the doctors and nurses, lay about the grass, fingering their souvenirs—watches, shell-fuses, helmets, pocket-books, German letters, and all manner of trophies—and telling their adventures in that wild battle of the night.

They seemed to have no sense of pain, and not one man groaned, in spite of broken arms and head wounds and bayonet thrusts. Every dialect of England and Scotland and Ireland could be heard among them. There were men from many battalions, and as they lay there talking or smoking or sleeping in the sunlight, other processions came down the struggling columns, limping and holding on to comrades, hobbling with sticks, passing through blood-stained rags, tired and worn and weak, but with a spirit in them that was marvellous.

M. VENIZELOS' ELECTION  
PROGRAMME.

## QUESTION FOR GREECE.

M. Venizelos' organ, the *Kirya*, says the Liberal Party does not propose to ask the electors to choose between any political figurehead and M. Venizelos, or between war and peace. The nation knows that M. Venizelos is not mad and that he is not trying to become King; nor is King Constantine so much under the influence of evil counsellors as to be on the point of abdicating in order to become the leader of the anti-Venizelist party.

The nation may prefer King Constantine to any other Sovereign, but it is also free to prefer M. Venizelos to any other politician as head of the Government. The nation, too, knows that there is no politician who would prefer war, so long as there remains any chance of peace without prejudice to the interests of the country; and that, further, no conscientious statesman would sacrifice these interests to a temporary peace which would render war inevitable at a moment that would be little favourable for Greece.

The question which the electorate will have to answer is the constitutional one, whether the Crown has the right to select as its counsellors persons politically agreeable to it, or whether it is bound to accept the responsible advisers designated by the will of the people.

The electors will be asked to decide whether, in great national issues the Crown has the right to vindicate personal opinions and to impose these views by successive dissolutions of the Chamber; and, again, whether the nation desires to relapse into the régime of corruption favoured by the old parties, as represented by politicians like M. Gounaris.

Finally, the Greek people will have to bear in mind that the success of the two last wars in which Greece was engaged was ultimately due to the Protecting Powers; that without their aid the country cannot continue to exist; and that Greece must incline towards the *Entente* Powers, who command the Mediterranean.

## HOW THE ALLIES STAND.

## THE TURN OF THE TIDE.

[BY LOVAT FRASER.]

The Allies are now in a position more favourable than they have ever known since the battle of the Marne.

The Marne is still the greatest landmark of the war, because when General Joffre and Lord French turned and struck, they wrecked the original German plan of campaign. The second great landmark is, perhaps, the gradual stoppage of the German eastern advance, which died away last autumn amid the swamps and woods of Russia.

There is reason to hope that the Allied offensive on the Aisne and the Somme may prove to be the third great landmark, though it is still in its early stages. Issues of tremendous magnitude hang upon it.

For the first time the German Powers are everywhere on the defensive, save at Verdun. Another week or two should to some extent settle the problem of Verdun. We ought to know by then whether the Germans can continue their formidable attacks on the banks of the Meuse, or whether they will face the successful alternative of telling their people that their huge sacrifices before Verdun have been in vain.

They thought that at Verdun they had drained France of her life-blood, but after the greatest battle in history has entered its twenty-first week, what do we see? France is so far from being prostrate that by a combination of good fortune and skilful generalship she has very nearly burst through the German front at Peronne. Only a thin outer shell is left, though the Germans recognise their danger and are massing troops against General Foch.

There is no longer any doubt that the Austro-Hungarians have for the time being come badly to grief. They have tried to invade the Italian plains and have failed. We must not expect to see General Cadorna retreating with a long advance in the Trentino, for his purpose there is defensive. His task on his northern front has been to prevent an invasion of Italy, and with the timely help of Russia he has done so.

In Galicia the position of the Austrians is becoming increasingly perilous. The Russians are working round the right flank of their line on the River Strypa. The Austrians hold on doggedly, doubtless because they know that if they fall back the mass of Austro-German troops farther north before Kovel will be instantly affected. Yet there is every indication of an impending Austrian retreat in Galicia; and in the withdrawal begins it will not stop at Lemberg. In Russian territory, far along the eastern front from Kovel to Drinsk, the Russians are now attacking everywhere. The line fluctuates daily, sometimes they are driven back by counter-attacks, but the net result of the new Russian operations is so far favourable.

What of the British share in this great co-ordinated enterprise intended to bring pressure to bear on the Austro-Germans at all points? The noble valour of our troops on the Aisne and the Somme has been described by many pens, and has thrilled the nation with pride, though thousands of homes are plunged in sorrow. My purpose here is more impressive.

What have we gained? How far have we helped forward in the last ten days the mighty task of beating Germany? It may be fairly said that if our attack has not met with equal success at all points, we have at least made substantial progress. Our losses are not heavier than was expected by every thoughtful man who looked the facts in the face. We have always known that when we attack the German lines the process is costly. We are moving against powerful positions in difficult country; but the scene of the offensive was well chosen, for the positions are not so strong nor is the terrain so trying as in the mining country farther north. The Germans knew where we were going to attack—though not through the wicked newspapers—and they were well prepared. We may not have done all that we hoped in the first week, but we have done a great deal. We are still moving on; but meanwhile we must be patient, and we must suffer after the manner of both Germans and French at Verdun. There is no quick road to victory in his terrible war.

Yet because the strength and persistence of their simultaneous attack were not expected by the foe, the French have done big things quickly south of the Somme. Their swift advance to the heights a couple of miles from Peronne is one of the surprises of the war; and at present the feature of the joint offensive, which is richest in promise. They have told us themselves, and I understand their statement is entirely accurate, that beyond Peronne lies open country. In other words, if they could how through that last couple of miles and take the town they would have traversed all the German defences at this point. There are no field works behind Peronne, it is said.

The last two miles are likely to be a troublesome business. Just south of Peronne there are a road, a railway, the river, and a broad strip of marsh to be crossed. Could these be traversed, the dream of many months might be realised; but they must be won soon, and with the Germans piling up their reinforcements there is little prospect that the speed of the first attacks of our Allies can be maintained. Consequently we must not build too many hopes upon an early transformation of the character of the struggle.

As a nation, we are far too ready to begin every advance of the Allies, the impending collapse of the foe. All last week, while our offensive was still in its initial stage, the old ridiculous belief that the war would soon be over was once more rife. Never has so much nonsense been talked on this subject as during the last few days. I have sketched here the position of the Allies in far more hopeful terms than I have ever yet ventured to adopt; yet if Peronne were taken to-morrow, if a great gap could be torn in the German front, if the Germans by some miracle were forced to fall back on the line of Liège, the Ardennes, and so on.

(Continued on next Column.)



## UNHAPPY THIN FOLKS.

One of the readers of a popular health journal wrote to the editor, asking why she was peevish, blue and discontented, and his answer will interest all thin people.

"My dear reader," he said, "when you write that you are thin and do not weigh what you should, you have given me the real cause of your unhappy feelings. If you only had a reserve of fat this would give a quieting and reassuring influence to the vital forces, and you would then be happy, contented and optimistic."

Then, too, you realize that the proper distribution of fat on the body and limbs makes all the difference between beauty and ugliness, and you envy your plump friends. As a liberal allowance of fat is one of nature's wise precautions to enable us to bear some of the trials of life, you should do all in your power to get fat. I know nothing so valuable to make people fat as a preparation of Sargol, prepared by The Sargol Co. of England.

"From the standpoint of health, fat is essential, as it has great value as a reserve force, and saves the other tissues from destruction. So, by all means try to get fat."

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Hongkong, 27th May, 1916.

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and the Voeges, the war would not be over, nor nearly over. Any peace concluded before Germany is well invaded would be no peace, but an armistice which would prove the prelude to a whole series of wars.

There is no prospect of an early German collapse. The Russians say that the Germans are fighting more desperately than ever, and such is our own broad experience also. Wholesale German retreats in both the main theatres would not imply collapse at this stage, nor would it mean willingness to accept our terms. It will not be enough to beat the Germans. We have got to make them know that they are beaten, and that will be the hardest task of all.

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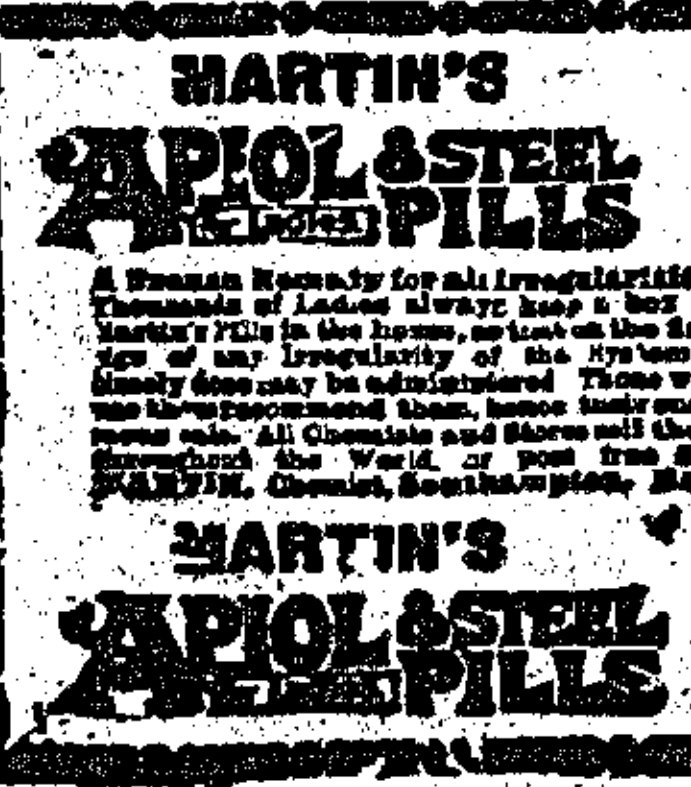
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## ON SALE

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JULY TO DECEMBER 1915. With Index. Price \$7.50. On Sale at the "Hongkong Daily Press" Office, Hongkong, 10th March 1916.





## SHIPPING

## ARRIVALS.

ATSUTA MARU, Japanese str., 4,023, Itoh, 20th August—Shanghai 17th August.  
General—Nippon Yusen Kaisha.  
GLENOCLE, British str., 2,390, W. McGhie, 21st August—Singapore 16th August.  
General—Order.  
NANTO MARU, Japanese str., 1,983, Takahashi, 20th August—Wakamatsu 14th August, Coal—Mitsui Bussan Kaisha.  
SHIKOKU MARU, Japanese str., 3,100, Y. Kuchiki, 21st August—Mojito 16th August, General—Order.

## CLEARANCES.

IN THE HARBOUR MASTER'S OFFICE.  
August 21st.  
ATSUTA MARU, Jap. str., for Singapore.  
PROTECTOR, British str., for Moji.  
TOSU MARU, Jap. str., for Shanghai.

## DEPARTURES.

August 21st.  
KAMUNING, British str., for Singapore.  
SHUNGHONG, Chinese str., for Tientsin.  
TAMBOU, British str., for Wuhu.  
TELEMACUS, British str., for Saigon.  
TITATOR, Dutch str., for Batavia.

## VESSELS EXPECTED.

## AMERICAN MAIL.

The str. China left San Francisco on August 1st, and may be expected to arrive in Hongkong on August 29th.  
The str. Glentworth is expected here from London on or about 23rd inst.

## LATEST STEAMER MOVEMENTS.

The str. Empress of Russia left Yokohama today, at 6 a.m.  
The str. Shikoku from Calcutta left Singapore on 20th instant, and may be expected here on or about the 26th inst.  
The str. Montague arrived at Yokohama on the 19th instant, at 6.30 p.m., left Yokohama on the 20th instant, at noon, and was due to arrive at Kobe on the 21st instant, at 4 p.m.  
The str. Naniwa left Shanghai for this port yesterday at 5 a.m., with the home-bound English mails, and is due here on the 24th inst., morning.

## NOTICES TO CONSIGNEES

## NOTICE TO CONSIGNEES.

**THE P. & O. S. N. Co.'s Steamer**  
"MALTA"  
Arrived Hongkong on 14th Aug. 1916.  
From BOMBAY, COLOMBO AND STRAITS.  
Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.  
The vessel brings on Cargo—  
From London, 200, ex ss. "Kashgar."  
From Persian Gulf, ex ss. B. I. S. N. and B. & P. S. N. Co.'s Steamers.  
Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.  
Goods not cleared within 8 days including date of arrival will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.  
E. V. D. PARR,  
Acting Superintendent.  
Hongkong, 14th August, 1916.

## NOTICE TO CONSIGNEES.

## JAVA CHINA-JAPAN-LIJN.

## JAVA-PACIFIC LIJN.

## THE Steamship

"TJISONDARI"  
having arrived from SAN FRANCISCO, Consignees of Cargo are hereby notified that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th Aug. will be subject to rent.  
All Claims against the Steamer must be presented to the Underwriters on or before the 25th Aug. or they will not be recognized.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th Aug. by the Company's surveyors, Messrs. Goddard & Douglas.  
No Fire Insurance will be effected by me.  
Bills of Lading will be countersigned by JAVA-PACIFIC LIJN.  
Hongkong, 17th August, 1916. [1031]

## ON SALE.

## A TABLE OF THE

## RATES OF EXCHANGE AT BOMBAY

For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Nearly Approximate Average for 25 years.  
From 1874 to 1905.  
PRICE ..... 25 Cms.

On Sale at the DAILY PRESS OFFICE at Local Bookstallers.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SINGAPORE, MALACCA, PENANG, & COLOMBO	ATSUTA MARU	Jap. str.	1	Izumo	NIPPON YUSEN KAISHA	On 21st inst., at 11 A.M.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NORON	Brit. str.	1	D. Ashbury	P. & O. S. N. Co.	On 21st inst., at Noon.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	CITY OF NORWICH	Brit. str.	1	C. O. Talbot, R.N.R.	THE BALTIC LINE, LIMITED	On 21st inst., at Noon.
GENOA & LONDON	MALTA	Brit. str.	1		P. & O. S. N. Co.	On 21st inst., at Noon.
MARSEILLES VIA PORTS...	GLENOCLE	Brit. str.	1		SHIRAZ, TONKIN & CO.	On 21st inst., at Noon.
VICTORIA, B.C., & SHANTIA VIA KIELUNG, &c.	YOKOHAMA MARU	Jap. str.	1	T. Hamada	YOKOHAMA MARU	On 21st inst., at Noon.
VICTORIA & TACOMA VIA MANILA &c.	ANTO MARU	Jap. str.	1	K. Akamatsu	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	TOKIWA MARU	Jap. str.	1	T. H. Robinson	YOKOHAMA MARU	On 21st inst., at Noon.
NEW YORK VIA SUEZ, PANAMA, SAN FRANCISCO, &c.	CHINA	Am. str.	1		YOKOHAMA MARU	On 21st inst., at Noon.
SAN FRANCISCO VIA SUEZ, PANAMA, SAN FRANCISCO, &c.	ABAKAN	Dut. str.	1		JAVA-CHINA-JAPAN LINE	On 21st inst., at Noon.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	PRESIA MARU	Jap. str.	1	E. Bent	YOKOHAMA MARU	On 21st inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	1	S. Robinson	CANADIAN PACIFIC O.S. L.	On 21st inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MONTAGUE	Brit. str.	1	A. J. Halley	CANADIAN PACIFIC O.S. L.	On 21st inst., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1	W. Dixon Hopson	CANADIAN PACIFIC O.S. L.	On 21st inst., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EXPRESS OF ASIA	Brit. str.	1	S. Robinson	CANADIAN PACIFIC O.S. L.	On 21st inst., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	ST. ALBANS	Brit. str.	1		YOKOHAMA MARU	On 21st inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	PANOW MARU	Jap. str.	1	Toyoda	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
YOKOHAMA, KOBÉ & YOKOHAMA	YOKOHAMA MARU	Jap. str.	1	Takada	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
KOBÉ & YOKOHAMA	YOKOHAMA MARU	Jap. str.	1	Tomida	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
SHANGHAI	YOKOHAMA MARU	Jap. str.	1	Bradley	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
SHANGHAI	YOKOHAMA MARU	Jap. str.	1	D. R. Davies	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
SHANGHAI	YOKOHAMA MARU	Jap. str.	1	J. Meathell	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
SHANGHAI	YOKOHAMA MARU	Jap. str.	1	Campbell	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
SHANGHAI	YOKOHAMA MARU	Jap. str.	1	F. E. Cope	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
SHANGHAI	YOKOHAMA MARU	Jap. str.	1	J. M. Smith	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
SHANGHAI	YOKOHAMA MARU	Jap. str.	1	A. J. Terry	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
SHANGHAI	YOKOHAMA MARU	Jap. str.	1	A. Collier	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
SHANGHAI	YOKOHAMA MARU	Jap. str.	1	J. T. Jeffery	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
SHANGHAI	YOKOHAMA MARU	Jap. str.	1	Partridge	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
SHANGHAI	YOKOHAMA MARU	Jap. str.	1	W. C. Patterson	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
SHANGHAI	YOKOHAMA MARU	Jap. str.	1	W. Benson	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
SHANGHAI	YOKOHAMA MARU	Jap. str.	1	J. W. Evans	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
SHANGHAI	YOKOHAMA MARU	Jap. str.	1	Konishi	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
SHANGHAI	YOKOHAMA MARU	Jap. str.	1	J. Walker	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
SHANGHAI	YOKOHAMA MARU	Jap. str.	1	Knigh	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
SHANGHAI	YOKOHAMA MARU	Jap. str.	1	Stifford	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
SHANGHAI	YOKOHAMA MARU	Jap. str.	1	W. Meany	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
SHANGHAI	YOKOHAMA MARU	Jap. str.	1	Hori	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
SHANGHAI	YOKOHAMA MARU	Jap. str.	1	Robertson	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
SHANGHAI	YOKOHAMA MARU	Jap. str.	1	F. Wheeler	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
SHANGHAI	YOKOHAMA MARU	Jap. str.	1	C. J. Matlock	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
SHANGHAI	YOKOHAMA MARU	Jap. str.	1	Tenda	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
SHANGHAI	YOKOHAMA MARU	Jap. str.	1	A. Kennedy	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
SHANGHAI	YOKOHAMA MARU	Jap. str.	1	J. Robinson	NIPPON YUSEN KAISHA	On 21st inst., at Noon.

## INDO-CHINA S. NAV. CO., LTD.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

TO	DATE	TIME
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Thursday, 24th Aug. 3 P.M.
SHANGHAI	"YUSANG"	Friday, 25th Aug. 11 P.M.
SHANGHAI	"WOSANG"	Saturday, 26th Aug. 11 P.M.
SHANGHAI	"WOONGSANG"	Sunday, 27th Aug. 11 P.M.
SHANGHAI	"HINSANG"	Monday, 28th Aug. 11 P.M.
SINGAPORE and SOERABAYA	"CHUNANG"	Thursday, 31st Aug. 11 P.M.
KOBÉ and MOJITO	"KUTSANG"	Friday, 1st Sept. 11 P.M.
MANILA	"YUENSANG"	Saturday, 2nd Sept. 3 P.M.

## RETURN TOURS TO JAPAN.

The steamers "KUMSANG," "YUSANG," "WOSANG," and "WOONGSANG" leave about every 3 weeks, generally call at Shanghai on route for Japan, returning to Hongkong on the "YUSANG." Time occupied, 23 days. This service is supplemented by the "KUMSANG," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offering), Kobe and Moji and returning there direct to Hongkong. Time occupied, 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.

Taking cargo on Through Bills of Lading to Yangtze Ports, Obedo Tientsin, Dairen, Weihaiwei.

Taking cargo on Through Bills of Lading to Kaitum, Lahad Dato, Jimpuras, Tawau, Ulu, Jesselton and Labuan.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS

All European Passengers leaving the Colony for Straits Settlements are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

Telephone No. 215.

For Freight or passage, apply to JARDINE, MATHESON & Co., Ltd.

Hongkong, 22nd August, 1916. GENERAL MANAGERS.

## BRITISH INDIA S. N. CO., LTD.

## NEW SERVICE OF STEAMERS BETWEEN

## YOKOHAMA, KOBÉ, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.

Telephone No. 215.

Hongkong, 16th April, 1916. [24]

## THE ROYAL MAIL STEAM PACKET CO.

## PROJECTED SAILINGS FROM HONGKONG, SUMMIT TO CHANGE WITHOUT NOTICE.

## HOMEWARD.

## FOR

## STEAMERS

## DATE OF DEPARTURE.

## TRANS-PACIFIC SERVICE.

## SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., Ltd.

AGENTS.

Telephone No. 215 Sub. Ex. 10

Hongkong, 16th April, 1916.

## CANADIAN PACIFIC

## OCEAN SERVICES

## TRANS-PACIFIC LINES

## QUICKEST TIME ACROSS THE PACIFIC

## To Canada, United States and Europe via Vancouver

in connection with the Canadian Pacific Railway

Hongkong to Vancouver 17 days. Hongkong to Montreal 22 days. Hongkong to Chicago 31 days. Hongkong to New York 22 days.

"EMPRESS OF RUSSIA" and "EMPRESS OF ASIA"  
10,850 tons gross register, quadruple screws, speed 21 knots.  
Largest and most luxurious ships on the Pacific.

SAILINGS FROM HONGKONG (subject to change) SAILINGS FROM HONGKONG.

"EMPRESS OF RUSSIA" ... 6 Sept. "EMPRESS OF RUSSIA" ... 1 Nov.  
"MONTEAGLE" ... 8 Sept. "MONTEAGLE" ... 7 Nov.  
"EMPRESS OF JAPAN" ... 20 Sept. "EMPRESS OF JAPAN" ... 16 Nov.  
"EMPRESS OF ASIA" ... 4 Oct. "EMPRESS OF ASIA" ... 23 Nov.

Calling at Shanghai, Nagasaki (Inland Sea), Kobe and Yokohama.

"Monteagle" calls Moji instead of Nagasaki.

Through Bills of Lading issued via Vancouver in connection with Canadian Pacific Railway to all Overland Points in Canada and the United States, also to Pacific Coast Ports, European ports and West Indies.

For Further information as to rates of Freight and Passage, Sailing Lists, etc., please apply to—

P. D. SUTHERLAND, General Agent, Passenger Dept., Hongkong. J. H. WALLACE, General Agent, Hongkong.

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General Agent, Passenger Dept., Hongkong. J. H. WALLACE, General Agent, Hongkong.

General Agent, Passenger



## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

## PROPOSED SAILING

From Hongkong Connecting with From Colombo

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

## PROPOSED SAILING

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,  
MANAGING AGENTS

## "ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

For Steamers Sails.  
LONDON ... "CITY OF NORWICH" ... On 6th Sept.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.  
Subject to change without notice.  
For rates of freight and further information apply to

THE BANK LINE, LTD.,

35 TO 38 MISS & Co., CANTON.

GENERAL AGENTS

Hongkong 2nd August, 1916.

10s

C. N. C.  
CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION

TO SAIL  
HOIHOW, PAKHOI and HAIPHONG "SUNGKIANG" ... On 22nd Aug., 10 A.M.  
MA-ILA, CEBU and ILOILO "TEAN" ... On 22nd Aug., 4 P.M.  
SHANGHAI "LUCHOW" ... On 22nd Aug., 4 P.M.  
NINGPO and SHANGHAI "HANGCHOW" ... On 22nd Aug., 4 P.M.  
SWATOW and BANGKOK "LIANGCHOW" ... On 23rd Aug., Noon.  
SHANGHAI "SHANTUNG" ... On 24th Aug., 4 P.M.  
MANILA, CEBU and ILOILO "CHINHUA" ... On 29th Aug., 4 P.M.  
DIRECT SAILINGS TOWARDS RIVER, Twice Weekly.

SS. "LIVIAN" and SS. "SANTU"  
MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans (Staterooms on Deck aft, on "TAMING" and "TEAN.")  
SS. SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.  
S.S. "ANHU," "CHENAN," "LUCHOW," "YINGCHOW," "SHANTUNG" and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.  
For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 22nd August, 1916.

TELEPHONE 36. AGENTS.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers, having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

## FOR

SWATOW, AMOY AND FOOCHOW  
AND RETURN.

Occupying at 9 to 10 Days

COMPANIES CAPTAIN LEAVING  
"HAICHING" ... Capt. W. C. Farnham ... TUESDAY, 22nd Aug., at 3 P.M.  
"DAIHONG" ... Capt. J. W. Evans ... TUESDAY, 29th Aug., at 3 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LARPAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 21st August, 1916.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

## REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

## EASTWARD

S.S. "SHIBALA," 5,300 tons, Captain A. J. Terry, will be despatched for SHANGHAI, KOBE, and YOKOHAMA on 28th August.

## WESTWARD

S.S. "BANTHA," 5,192 tons, Capt. J. W. Robertson, will be despatched for SINGAPORE, PENANG, RANGOON and CALCUTTA on 28th August.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 22nd August, 1916.

AGENTS

## P. &amp; O. S. N. CO.

## ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

## MARSEILLES AND LONDON,

TAKING PASSENGERS AND CARGO TO STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to	Leave Hongkong	Connecting Mail	Due at	Due at
Colombo	Friday	Str. from Colombo	1916	1916
NORFOLK	Aug. 25	*MOOLTAN	Sept. 26	Oct. 2
MALTA	Sept. 8	*KASHGAR	Oct. 9	Oct. 16
NAMUR	Sept. 22	Through Steamer	Oct. 26	Nov. 4
SARDINIA	Oct. 6	Through Steamer	Nov. 9	Nov. 18
NOVA	Oct. 20	*MORFIA	Nov. 19	Nov. 26
NORFOLK	Nov. 3	Through Steamer	Dec. 6	Dec. 15
NYANZA	Nov. 17	*MONGOLIA	Dec. 17	Dec. 24
MALTA	Dec. 1	*MALWA	Dec. 31	Jan. 1

\* Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

On the Australian Route Tickets Interchangeable with Orient Line.

## SAILINGS DIRECT TO

## SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	LEAVE HONGKONG ABOUT
NAMUR	WEDNESDAY, 30th August.
SARDINIA	SATURDAY, 9th September.
NOVA	SATURDAY, 23rd September.
NORFOLK	SUNDAY, 8th October.
NYANZA	SUNDAY, 22nd October.

Passengers may travel by Railway in Japan between Ports of Call from time of change. Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS (Non-transshipment).  
IN ADDITION TO THE ABOVE MAIL STEAMERS,  
WILL LEAVE DIRECT FOR  
MARSEILLES AND LONDON,  
Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO  
AND PORT SAID.  
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

## PROPOSED SAILINGS:

STEAMERS	Leave Hongkong	Leave S'pore	Due at M'selles	Due at London
	about	about	if calling about	about
The Intermediate Service is	Temporarily	Suspended.		

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS  
All Cables are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.  
Passage Tickets interchangeable with the British India Co.  
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.  
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.  
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.  
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to  
E. V. D. PARK,  
Acting Superintendent.

NIPPON YUSEN KAISHA.  
THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS	SAILING DATE
LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	ATSUBA MARU Capt. Ito	18,000	THURSDAY, 24th Aug., at 11 A.M.
	HITACHI MARU Capt. Tomioka	13,500	THURSDAY, 24th Aug., at Noon.
VICTORIA, B.C. and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHANGHAI and YOKOHAMA	YOKOHAMA MARU Capt. Shimizu	12,500	FRIDAY, 1st Sept., at 4 P.M.
	SADO MARU Capt. Asakawa	12,500	TUESDAY, 19th Sept., at 4 P.M.
SYDNEY and MELBOURNE VIA MANILA, BANGKOK, THURSDAY ISLAND, TOWNVILLE and BRISBANE	TANGO MARU Capt. Soyeda	13,500	TUESDAY, 12th Sept., at 4 P.M.
	NIKKO MARU Capt. Takeda	9,600	FRIDAY, 13th Oct., at 4 P.M.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	CEYLON MARU Capt. Tada	10,000	FRIDAY, 1st Sept.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	RANGOON MARU Capt. Mori	8,000	WEDNESDAY, 23rd Aug.
SHANGHAI, KOBE and YOKOHAMA	BENTEN MARU Capt. Tomida	8,000	THURSDAY, 24th Aug.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. Takeda	9,600	SUNDAY, 10th Sept., at Noon.
SHANGHAI, KOBE and YOKOHAMA	KITANO MARU Capt. Cope	16,000	FRIDAY, 25th Aug., at 10 A.M.

EASTBOUND NEW YORK LINE  
VIA PANAMA CANAL.

(CARGO ONLY).

NEW YORK VIA SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO, PANAMA AND COLON  
TOKIWA MARU  
Capt. K. Akamatsu, 16,000  
About 21st September

For Further Information, apply to—

NIPPON YUSEN KAISHA,  
B. MORE, MANAGER.

TELEPHONE Nos. 92 and 293

TOYO KISEN KAISHA.  
SAN FRANCISCO LINE.

## VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Time and Speed	Leave Hongkong
ANYO MARU	18,500 — 15 knots	WED., 20th Sept. Noon.
PERSIA MARU	9,000 — 14 knots	THURS., 3rd Sept. 10.30 A.M.
TENYO MARU	22,000 — 21 knots	WED., 4th Oct., Noon.
NIPPON MARU	11,000 — 16 knots	TUES., 17th Oct., 10.30 A.M.
SHINYO MARU	22,000 — 21 knots	WED., 1st Nov., Noon.
SIBERIA MARU	18,000 — 18 knots	FRI., 22nd Sept., Noon.
KOREA MARU	18,000 — 19 knots	SUN., 16th Oct., Noon.

† Via MANILA. Omitting Shanghai.

‡ Proceeding to South American Ports.

§ Omitting Manila, Shanghai and Honolulu.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.  
" " " NEW YORK £80. " " " £96.10.  
" " " SAN FRANCISCO £45. " " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.  
SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.  
ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.  
Passengers may travel by RAILWAY between Ports of Call in Japan free of charge.

## SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE and VALPARAISO.

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer ANYO MARU ... 18,500 — 15 knots ... WEDNESDAY, 20th Sept.  
For Full Particulars as to Passage and Freight, apply to—  
T. DAIGO, AGENT,  
King's Building. [213]

## MESSAGERIES MARITIMES

## FRENCH MAIL LINES.

FOURTEENTHLY SERVICE TO AND FROM JAPAN  
VIA SHANGHAI  
FOURTEENTHLY SERVICE TO AND FROM EUROPE  
VIA SUEZ CANAL.

## OUTWARD

For SHANGHAI, KOBE and YOKOHAMA ... Porthos ... On or about 29th Aug.  
HOMeward  
MARSEILLES via HAIPHONG, TOURANE and SAIGON ... Aihos ... On or about 28th Aug.  
(Without Transshipment)

Subject to immediate alteration without notice.

## SPECIAL SUMMER RATES TO JAPAN.

1st Class Return Tickets available from 1st June, 1916, to 31st October, 1916, and interchangeable only with Peninsular and Oriental S.N. Co., for return journey.  
FARES: TO KOBE, \$135.00. TO YOKOHAMA, \$150.00.  
For further particulars apply to

P. THOMAS, AGENT,  
QUEEN'S BUILDING

TELEPHONE 740

O. S. K.  
OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

## AMERICAN LINE.

FOR VICTORIA, SEATTLE AND TACOMA.  
VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI and YOKOHAMA

"TACOMA MARU" ... FRIDAY, 8th Sept., at 3 P.M.  
† Omitting Manila, Shanghai and Nagasaki. \* Omitting Manila and Nagasaki

## BOMBAY LINE.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, AND COLOMBO.  
"SHINKOKU MARU" ... TUESDAY, 21st Aug., at 5 P.M.

## JAVA-LINE.

FOR MANILA, SANDAKAN, MACASSAR, SOURABAYA, SAMARANG, AND BATAVIA

## FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY.  
"AMAKUSA MARU" ... THURSDAY, 24th Aug., at Noon.  
"KAJU MARU" ... SUNDAY, 27th Aug., at Noon.  
"OTOWA MARU" ... WEDNESDAY, 30th Aug., at 9 A.M.

\* Proceeding to Keelung via Swatow and Amoy.  
† Proceeding to Anping and Takao.  
These Formosan Lines will arrive at and depart from the SOON YIP WHARF, near the Harbour Office.

For FURTHER INFORMATION, apply to—

H. YAMAUCHI,  
MANAGER,  
No. 1, Queen's Building.

TEL. Nos. 744 and 745.

## THE EASTERN &amp; AUSTRALIAN STEAMSHIP CO., LTD.

## MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION (WITHOUT NOTICE).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	13th Sept.	On 28th Aug., 11 A.M.
EASTERN		On 4th Oct., 11 A.M.

All steamers fitted with wireless pay Telegrams.  
The above Steamers are fitted with Refrigerating Machinery ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.  
All Cabin-Rooms have Electric Fans. A fully qualified Doctor and Stewards are carried.  
For further particulars, apply to

GIBB, LIVINGSTON & CO.,  
40, BERTH



